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TRAFFIC SURVEYS IN CONNECTION WITH BUDAPEST SUBWAY PLANNING

[Diagram appended]

In connection with the construction schedule of the proposed express transit and subway network, the Ministry of Communication and Postal Affairs has conducted several surveys of Budapest traffic. Of commuters arriving in central Budapest, 271,300 (64 percent) arrive on surface trolleys; 68,600 (16 percent) arrive on the Hungarian State Railroads (MAV); 60,500 (14 percent) via the Budapest Suburban Railroad (FHEV); and 27,500 (6 percent) use bus transportation.

The daily influx of 427,900 commuters equals nearly one fourth of the Budapest population. Seventy percent of the commuters come from residential areas, in Pest and 30 percent from Buda. Of traffic arriving in the city center, Deak Ferenc Ter (square) vicinity from the left bank, 37 percent comes from north, 31 percent from east, and 32 percent from south Pest. Of traffic arriving from the right bank, 50 percent is from north, 32 percent from west, and 28 percent from south Buda.

Traffic from the suburbs converging on the city center arrives on the Pest side at Marx Ter, ~~Baross~~ Ter, and Nagyvarad Ter, and on the Buda side at Moricz Zsigmond Ter, Szell Kalman Ter, and at the Margit Sziget Bridge. Due to the geographical nature of the city, the above points, with the exception of Nagyvarad Ter, will remain traffic centers, regardless of any expansion or development the city may undergo. The present traffic role of Nagyvarad Ter may be shifted without much difficulty to an area at the southern end of Nepliget Park.

Two, or at the most three, subway lines will be sufficient to handle commuter traffic between the suburbs and the Deak Ferenc Ter area. The two lines, intersecting at the center of town, would form the basis of a radial or "spoke" subway system, connecting points which handle approximately equal volumes of traffic. The east-west line [see appended diagram] would run through Szell Kalman Ter and Baross Ter, and the north-south line through Marx Ter and Nagyvárad Ter. The terminals of these lines could be extended toward the suburbs as the city expands. If necessary, a third line could be built from Moricz Zsigmond Ter to the terminal of the present Erzsébet Királyné Ut (street) subway line.

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Later, additional lines should be built between the main underground arteries which, with their varying volumes of traffic, would serve as feeder lines to the two diagonal routes. The increasing number of inhabitants of central Budapest may necessitate construction of a circling subway route to supplement the basic network. Such a route would be constructed in a semicircle on the Pest side only, and would make connections with the north-south and east-west lines. The location of the subway lines should be chosen to serve both commuter passenger transfer points and local metropolitan traffic.

An origin-destination traffic survey shows the volume of traffic on Budapest trolleys between the 100 zones of the trolley network. Another traffic survey completed on 22 September 1948 shows that most public transportation is carried by the diagonal streets and by the Erzsebet Kiralyne Nagykorut

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by taking long-distance riders underground, the subway will permit the use of fewer vehicles for surface transportation. Eventually, the surface trolley may be discontinued; this would ease traffic for other vehicles. The above surveys were used as bases for determining the handling of suburban "outer commuter traffic" and for deciding on shortening the distance between subway stations handling "inner city traffic."

Construction of the two diagonal subway lines is already demanded by the volume of Budapest traffic. Since transportation facilities on several streets in the center of town are already operating at the limits of their capacity, subway construction must begin in the center of town and work outward. Construction of the east-west tube as the first step in the project is indicated by the fact that it will handle the largest volume of traffic and will offer the greatest saving in transportation time. The construction of the two lines will mean a saving of 9,125,000 hours, or 1,130,000 man-days in riding time annually, between Szell Kalman Ter and the center of town, and 5,475,000 hours, or 685,000 man-days, between Baross Ter and the center of town.

Traffic congestion on Rakoczi Ut has become unbearable. The Rakoczi Ut-Lenin Korut and the Rakoczi Ut-Museum Korut intersections are especially overburdened. The east-west line will relieve trolley and bus traffic on Rakoczi Ut by taking through-passengers underground. This will also relieve cross-town traffic on Lenin Korut and Museum Korut. Construction of the north-south line would ease traffic on Ulloi Ut and on Kiskorut and Bajcsy Zsilinszky Ut, two streets which are considerably wider and less congested than Rakoczi Ut. The north-south line would divert comparatively little traffic from the Nagykorut, and would effect Rakoczi Ut only by easing congestion at the Rakoczi Ut-Museum Korut intersection, which would have little effect on Rakoczi Ut as a whole.

Subway construction will follow Soviet methods. The tubes will be driven through the clay layer which lies beneath a 10-15-meter layer of sand and gravel, and offers a water-tight covering for the construction. In building the tube, the Soviet "protecting shield," a cylinder of 40-millimeter-thick steel plate with horizontal and vertical braces, will be used, especially in places where sand penetrates fissures in the clay layer.

[Appended diagram follows.]

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First line of the Budapest Subway Express

— Twin line route
 ○ Station

Map labels include: Batthyány Ter, Széll Kálmán Ter, South Station, Sztalin Ter, Károlyi Ter, Alaba Lujza Ter, People's Stadium, Boross Ter, Ferencvárosi Station, and Danube River.

Diagram of Proposed Subway Routes

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